

Mr. Speaker, I urge support of this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 388.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

## NOTAM IMPROVEMENT ACT OF 2023

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 346) to establish a task force on improvements for notices to air missions, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 346

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### SECTION 1. SHORT TITLE.

This Act may be cited as the “NOTAM Improvement Act of 2023”.

### SEC. 2. FAA TASK FORCE ON NOTAM IMPROVEMENT.

(a) **ESTABLISHMENT.**—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a task force to be known as the FAA Task Force on NOTAM Improvement (in this section referred to as the “Task Force”).

(b) **COMPOSITION.**—The Task Force shall consist of members appointed by the Administrator, including at least one member of each of the following:

- (1) Air carrier representatives.
- (2) Airport representatives.
- (3) Labor union representatives of airline pilots.

(4) The labor union certified under section 7111 of title 5, United States Code, to represent FAA air traffic control specialists assigned to the United States NOTAMs Office.

(5) The labor union certified under section 7111 of title 5, United States Code, to represent FAA aeronautical information specialists.

(6) General and business aviation representatives.

(7) Aviation safety experts with knowledge of NOTAMs.

(8) Human factors experts.

(9) Computer system architecture and cybersecurity experts.

(c) **DUTIES.**—The duties of the Task Force shall include—

(1) reviewing existing methods for presenting NOTAMs and flight operations information to pilots;

(2) reviewing regulations and policies relating to NOTAMs, including their content and presentation to pilots;

(3) evaluating and determining best practices to organize, prioritize, and present flight operations information in a manner that optimizes pilot review and retention of relevant information; and

(4) providing recommendations for—

(A) improving the presentation of NOTAM information in a manner that prioritizes or highlights the most important information, and optimizes pilot review and retention of relevant information;

(B) ways to ensure that NOTAMs are complete, accurate, and contain the proper information;

(C) any best practices that the FAA should consider to improve the accuracy and understandability of NOTAMs and the display of flight operations information;

(D) ways to work with air carriers, other airspace users, and aviation service providers to implement solutions that are aligned with the recommendations under this paragraph; and

(E) ensuring the stability, resiliency, and cybersecurity of the NOTAM computer system.

(d) **REPORT.**—Not later than 1 year after the date of the establishment of the Task Force, the Task Force shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report detailing—

(1) the results of the reviews and evaluations of the Task Force under paragraphs (1) through (3) of subsection (c);

(2) the best practices identified and recommendations provided by the Task Force under subsection (c)(4);

(3) any recommendations of the Task Force for additional regulatory or policy actions to improve the presentation of NOTAMs; and

(4) the degree to which implementing the recommendations of the Task Force described under paragraph (2) will address National Transportation Safety Board Safety Recommendation A-18-024.

(e) **APPLICABLE LAW.**—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Task Force.

(f) **SUNSET.**—The Task Force shall terminate on the later of—

(1) the date on which the Task Force submits the report required under subsection (d); or

(2) the date that is 18 months after the date on which the Task Force is established under subsection (a).

(g) **AUTHORITY.**—The Administrator shall have the authority to carry out the recommendations of the Task Force detailed in the report required under subsection (d).

(h) **DEFINITIONS.**—In this section:

(1) **FAA.**—The term “FAA” means the Federal Aviation Administration.

(2) **NOTAM.**—The term “NOTAM” means notices to air missions required by international or domestic regulation or law, as described in FAA Order 7930.2S.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from Washington (Mr. LARSEN) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

### GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on H.R. 346, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 346, as amended, the NOTAM Improvement Act of 2023.

Just 2 weeks ago, Americans woke to the largest ground stop of aircraft

since 9/11 due to the outage of the Federal Aviation Administration's, FAA's, notice to air mission, more commonly called the NOTAM system.

As a professional pilot, I use the NOTAM system on a regular basis and know firsthand just how important it is to ensure that it is reliable and functional.

This incident highlights a huge vulnerability in our transportation system. As much as I wish we could say that this incident surprised us, this kind of issue was inevitable. Committee leaders have repeatedly raised the alarm about our woefully out-of-date NOTAM system.

This same bill has been introduced and passed two Congresses in a row, and multiple laws coming out of the Transportation Committee have demanded that the Department of Transportation and the FAA step up and address the well-known issues with the NOTAM system.

What occurred nearly 2 weeks ago is unacceptable, and the American people deserve much better. Hopefully, this incident was the wake-up call that the DOT and the FAA needed to shake off their ongoing failure to properly maintain our Nation's air traffic control system.

H.R. 346, as amended, is going to help address this failure by identifying issues with the NOTAM system and proposing solutions to prevent an incident of this magnitude from ever occurring in the future.

This bill creates a special task force to improve the utility, stability, resiliency, and cybersecurity of the FAA's NOTAM system. Composed of representatives from airlines, aviation safety experts, and other important aviation stakeholders, the task force is going to review existing NOTAM policies, regulations, and the system's overall integrity to determine best practices to increase the system's efficiency and decrease its susceptibility to outages, which cause other disruptions.

Originally, this bill was focused on improving the NOTAM presentation so that pilots and dispatchers could focus on critical information that matters. In 2017, an Air Canada flight nearly landed on a crowded taxiway in San Francisco because the NOTAM informing them of a runway closure was buried on page 8 of 27.

Mr. Speaker, we urgently need a better system and a more stable system. I thank the gentleman from Minnesota (Mr. STAUBER) and the gentleman from California (Mr. DESAULNIER) for their leadership and foresight on this particular piece of legislation.

H.R. 346 is a good, bipartisan, and timely aviation safety bill. It shows that the people's House can rise to the urgent issues of the day.

Mr. Speaker, I support the legislation, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 346, the NOTAM Improvement Act of 2023, as amended. This bill was introduced by the gentleman from Minnesota (Mr. STAUBER) and the gentleman from California (Mr. DESAULNIER).

On the morning of January 11, the U.S. airspace came to a standstill when the FAA grounded all airline domestic departures for the first time since September 11, 2001, due to an agency contractor mistakenly causing an outage of the FAA's NOTAM system.

NOTAMs are a critical part of our aviation infrastructure as they provide essential, real-time flight safety information—such as potential hazards—to pilots, flight dispatchers, and other airspace users.

Although the FAA worked to quickly solve the problem and lift the subsequent domestic flight ground stop, the cascading effects of mass delays and cancellations were seen for hours.

I fully support the FAA's actions to ensure the NOTAM outage would not affect the safety of the national airspace system; however, our constituents deserve better. They deserve to have both a safe and reliable national airspace system.

The FAA has moved to put several operational and systematic mitigations in place to try to prevent future NOTAM outages from occurring. However, the recent NOTAM system outage shows a clear need to reexamine and modernize the safety-critical systems and legacy infrastructure that flight crews and airline passengers depend upon.

To help strengthen the integrity of the system, this bipartisan bill directs the FAA to create a task force on NOTAM improvement to review existing methods for the content and presentation of NOTAMs to pilots; determine best practices to prioritize and disseminate critical flight information to pilots in a way that optimizes review and retention; and develop recommendations to ensure stability, resiliency, and cybersecurity of the NOTAM system.

This task force will be comprised of key aviation stakeholders, including airline pilots, air traffic controllers, air carriers, and aviation safety and computer system experts, among others.

This bill is an important step in a series of efforts Congress and the FAA will undergo to modernize the NOTAM system. Later this week, the chair and I and other Members of this body will be briefed by the FAA Acting Administrator on the status of the preliminary investigation into the NOTAM outage, how the FAA is responding to the incident, and issues that Congress should be considering to further strengthen the NOTAM system.

Fortunately, we are due for an FAA reauthorization bill this year, giving us an opportunity to build upon the 2018 law and further implement any necessary improvements to safeguard the NAS from similar system outages.

The task force created under this bill will play an important role in the FAA's ongoing NOTAM modernization initiative to ensure pilots, flight crews, and other airspace users receive NOTAMs that are timely, relevant, and accurate.

There can be no compromises when it comes to safety in the national airspace.

As demand for air travel begins to meet and even exceed prepandemic levels, this bill will help the FAA and the U.S. aviation industry implement best practices to improve the safety of the traveling public and the U.S. aviation workforce.

Mr. Speaker, I support this legislation, and I urge my colleagues to do the same.

Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota (Mr. STAUBER), the sponsor of the bill.

Mr. STAUBER. Mr. Speaker, I am pleased to rise in support of my bipartisan legislation that improves the safety of air travel. I also thank my colleague, Mr. DESAULNIER, for his support and leadership on this legislation, as well.

In 2022, the United States was home to 8 of the top 10 busiest airports in the world. This means that, as Americans, we have no room for error when it comes to aviation safety.

Although aviation is the safest form of travel, we must always strive to be better. This is why we must address the notice to air missions, or NOTAMs, system.

NOTAMs provide current, up-to-the-minute data to pilots on any aspect of their flight. Unfortunately, NOTAMs are often buried in lengthy reports, conflating important safety information with more common alerts. These inefficiencies have the potential to create life-threatening situations, which have just been mentioned.

On January 11, 2023, all U.S. domestic flights were grounded for the first time since 9/11. The latest reports from the FAA suggest that the unintentional deletion of files caused this chaos.

□ 1300

No one person or one file should be able to take down our whole flight safety system, but the NOTAM system is old and antiquated so it comes as no real surprise.

Unfortunately, leadership at the Department of Transportation is more concerned with woke politics and changing the name of the system, rather than appropriate upgrades for aviation safety.

Mr. Speaker, I have been advocating for NOTAM upgrades for 4 years now. My legislation, which creates a task force at the FAA with important input from safety experts and industry professionals to address both efficiency and resiliency of the NOTAM system, has passed out of the House both in the

116th Congress and in the 117th Congress in a bipartisan fashion, only to die in the Senate.

I encourage my colleagues in both the House and the Senate to pass my legislation before another failure of the NOTAM system occurs. Our pilots, crew members, and passengers are counting on us.

Mr. Speaker, we do have a change in the 118th Congress. The Transportation and Infrastructure Committee is being led by two of my friends. Chairman SAM GRAVES is ready, able, and willing to change how the committee works and actually bring forth legislation that is good for the American people and good for our transportation. I have full faith in my good friend, Ranking Member LARSEN to do the same. We have worked together in the past, and I see this committee succeeding with the leadership that I have previously seen by the chair and the ranking member.

Mr. LARSEN of Washington. Mr. Speaker, I yield 2 minutes to the gentleman from California (Mr. DESAULNIER).

Mr. DESAULNIER. Mr. Speaker, I thank the gentleman for yielding. I also thank my partner in this legislation and Chairman GRAVES for his positive comments.

As was mentioned, in 2017 an Air Canada plane at San Francisco International Airport got within 59 feet of crashing into four planes loaded with passengers, putting the lives of more than 1,000 people at risk, which would have been the greatest aviation disaster in American history. When the National Transportation Safety Board investigated, they found that the outdated NOTAM system was the largest part of the near disaster.

Since then, I and others have been working with the aviation industry, the FAA, the NTSB, and the Transportation and Infrastructure Committee to address the critical issues with NOTAMs. Updating them and making them more accessible to the people who use them is essential to the safety of the flying public and the confidence of the users.

Earlier this month, we learned what happens when there is an outage in the system: chaos and grounded flights.

In response to the Air Canada incident, I authored the Safe Landings Act, which would work to improve many aspects of aviation safety technology, including to the NOTAM system. With Members of both parties and the chair and ranking member, we have worked over the years to continue to hold the FAA accountable for the safety of passengers, crew, and aircraft.

In 2018, we included a requirement in the FAA reauthorization to speed up the modernization of the NOTAM system. Last year, more than 4 years after the provision passed into law, I led a letter with Ranking Member LARSEN to the FAA asking why the system was still outdated.

The mass flight cancellations that resulted from the outage further emphasized the need to make rigorous and immediate updates to the NOTAMs, and brought public awareness to this critical system.

I am proud to have worked with my colleague and friend from Minnesota on this bill in a bipartisan manner and look forward to protecting the safety of the flying public. With the creation of this task force, this will be accomplished.

Mr. GRAVES of Missouri. Mr. Speaker, I have no further speakers. I am prepared to close, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. TORRES).

Mr. TORRES of New York. Mr. Speaker, I rise in support of H.R. 346, the NOTAM Improvement Act of 2023.

The FAA's Notice to Air System, NOTAM, which sends real-time alerts to pilots about safety conditions, experienced an outage with consequences so far-reaching that it led to nearly more than 10,000 flight delays and more than 1,300 flight cancellations.

Even though the cause of the outage bore no connection to a cyberattack, the breakdown in NOTAM alerts, nonetheless, raises concerns about the cyber vulnerabilities of the antiquated systems that underlie modern air travel.

At a time when cyberattacks are rising in both scope and sophistication, modernizing the cybersecurity of air travel must be a priority for the Federal Government. Mr. Speaker, 20th century air systems will no longer suffice in a world of 21st century cyber challenges.

That is why I wrote a letter calling upon both CISA and DOT to conduct a joint review of the cyber vulnerabilities of all aviation systems, including NOTAM. That is why I will proudly vote for bipartisan legislation requiring the FAA to establish a task force on NOTAM improvement.

Mr. GRAVES of Missouri. Mr. Speaker, I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, as the ranking member of the House Transportation and Infrastructure Committee, I believe we have to do everything we can to ensure the U.S. remains the gold standard in aviation safety. That is why I support H.R. 346, as amended, and I urge my colleagues to do the same.

Mr. Speaker, I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, in closing, H.R. 346, as amended, takes a very important step in ensuring that America's National Airspace System is going to remain intact, remain operational, and remain safe for the American people.

Again, I thank Mr. STAUBER and Mr. DESAULNIER for their work on this legislation. It is a good bill, and I urge all Members to support it.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 346, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

#### SMALL BUSINESS ADVOCACY IMPROVEMENTS ACT OF 2023

Mr. WILLIAMS of Texas. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 399) to clarify the primary functions and duties of the Office of Advocacy of the Small Business Administration, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 399

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Small Business Advocacy Improvements Act of 2023".

#### SEC. 2. AMENDMENT TO PRIMARY FUNCTIONS AND DUTIES OF THE OFFICE OF ADVOCACY OF THE SMALL BUSINESS ADMINISTRATION.

(a) PRIMARY FUNCTIONS.—Section 202 of Public Law 94-305 (15 U.S.C. 634b) is amended—

(1) in paragraph (1), by inserting "and the international economy" after "economy";

(2) in paragraph (9), by striking "complete" and inserting "compete"; and

(3) in paragraph (12), by striking "serviced-disabled" and inserting "service-disabled".

(b) DUTIES.—Section 203(a) of Public Law 94-305 (15 U.S.C. 634c) is amended—

(1) in paragraph (5), by striking "and" at the end;

(2) in paragraph (6), by striking the period at the end and inserting "; and"; and

(3) by adding at the end the following:

"(7) represent the views and interests of small businesses before foreign governments and international entities for the purpose of contributing to regulatory and trade initiatives which may affect small businesses."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. WILLIAMS) and the gentleman from New York (Ms. VELÁZQUEZ) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

Mr. WILLIAMS of Texas. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 399, better known as the Small Business Advocacy Improvements Act. The SBA Office of Advocacy is charged with looking out for the interests of small businesses across the entirety of the Federal Government. In many cases, this means calling out the negative impacts of reg-

ulations that are hurting small businesses or looking for inefficient rules that are preventing small businesses from competing for government contracts.

This legislation expands the SBA Office of Advocacy's mission to include advocating for small businesses on international trade issues. As our economy has become more and more intertwined with the rest of the world, overseas markets have become more accessible for small businesses.

However, when various regulations come out setting the rules of the road for trade agreements, small business voices can easily be drowned out. This bill solves this problem and ensures that Main Street America has someone fighting for their interests as international trade regulations are being created.

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I thank my friend from Missouri for introducing this bill again in the 118th Congress and for always being a fierce advocate for our Nation's job creators.

Additionally, I hope that as this Congress progresses, we can continue to look for bipartisan ways to make the SBA Office of Advocacy more effective in helping our small businesses across the country.

Mr. Speaker, I reserve the balance of my time.

Ms. VELÁZQUEZ. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 399, the Small Business Advocacy Improvements Act of 2023.

Let me begin by welcoming the new chairman of the Small Business Committee (Mr. WILLIAMS of Texas).

The committee has a long tradition of setting partisan differences aside and working together on behalf of America's small businesses. I am glad we are off to a good start in the 118th Congress.

Today, we are considering three bills that overwhelmingly passed the House in the last Congress. As the chairwoman of the House Small Business Committee in the 117th Congress, I worked closely with my colleagues on the committee and stakeholders to craft dozens of bills that will increase access to capital, expand opportunities for free and low-cost counseling, and boost entrepreneurship. The three bills we are considering today are a product of that hard work, and I am hopeful that we will continue in the spirit of bipartisanship and focus on areas of agreement throughout the 118th Congress.

Turning to our first bill, the Office of Advocacy was established in 1976 to be an independent voice for small businesses within the Federal Government and is tasked with representing the views of small businesses before Congress, the White House, and other Federal agencies.

To that end, the office has regional advocates on the ground that provide